

The National Falcon News

MAY 2017

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1960 Falcon
Joy Pruitt (FCA #15403)
Twin Falls, Idaho

ON THE COVER

1960 Falcon owned by Joy Pruitt (FCA #15403) of Twin Falls, Idaho

Joy Pruitt had always admired Falcons and had even dreamed about owning one—a pink one. Christmas 2014 her husband helped fulfill her dream. He told her he'd found her a 1960 Falcon and was having it shipped to Idaho. When it arrived, she was ecstatic. That baby blue car was soon transformed into a beautiful pink and cream one-of-a-kind Falcon. Joy's story and her photos begin on page 12.

CALENDAR OF EVENTS

MAY 12-13, 2017

“VIRGINIA IS FOR FALCON LOVERS” REGIONAL MIDLOTHIAN, VIRGINIA

Hosted by Virginia Chapter.

JULY 12-15, 2017

2017 NATIONAL CONVENTION SACRAMENTO, CALIFORNIA

Hosted by Pacific Region Chapters

Use form in this issue or register online at westcoastfalcons.com.

SEPTEMBER 8-9

MID AMERICA CHAPTER REGIONAL OVERLAND PARK, KANSAS

Hosted by Mid America Chapter.

Use form in this issue to register.

SEPTEMBER 29-30

TENNESSEE VALLEY REGIONAL/ALL FORD SHOW SEVIERVILLE, TENNESSEE

Hosted by Tennessee Valley Chapter.

Registration form will be in a future issue.

Please send your FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

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Visit Falconclub.com and use password imFCAiwi! to access technical articles.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

Spring is in full bloom again. Hope all of you are taking full advantage of extended daylight hours and better temps to get out to play with and show off our Falcons. By the time you receive this, I will have already been to a spring regional and several local car shows and I'm betting many of you have too. Our Falcons are soaring again! I trust you used the long winter months to get your Falcons all dressed up, ready to show, and shine alongside the best in your area. I just wish I had gotten more done on mine!

Spring and summer are the best times for chapters to get out and look around our local areas for new Falcons as well as prospective new members. Invite folks to participate in some local fun with our great Ford cars, trucks and vans. Use those FCA cards to introduce yourself and share your personal club experiences as a positive recruiting tool. Take along a recent *TNFN* magazine to show and share as well.

May will be a busy month for us all with lots of non-Falcon stuff happening. Don't forget Mother's Day, Memorial Day, and all those graduations that are coming up. The Virginia Chapter is looking for a good group at its first spring regional this month in the Norfolk, Virginia area. I hope the Bon Temps Chapter had a good turnout for their April regional in the Baton Rouge area.

Our FCA Club Store has already placed orders for a lot of nice items and in varying popular colors for the Nationals. We are trying again to come up with a great assortment of FCA clothing and in various sizes. Unless we hear specifics from

"You may not think your car is the perfect 'show' car, but when folks ask, it is your opportunity to show and share your Falcon. Those lookers just might become our newest members."

you, we base our choices on previous sales and order a preset number of items in various sizes. We continue to ask for your feedback so we can bring the items you will want to buy.

Speaking of Nationals, don't delay in getting your event registration in for our Meet in Sacramento, California soon. The host hotel is sold out already, but a second hotel has rooms nearby. It definitely looks like it will be a big show and July is nearly here.

I want to also announce that a new specialty trophy was proposed and funded by one of our long time member families in honor of Roy Sword. The FCA Board has approved of this award. It is called the Roy Sword Founders Award and will be awarded to a car that the Sword family members feel Roy himself would have chosen from the entire show field.

I encourage members to include kids in your plans to attend a car shows. It's an honor of our FCA heritage to share your Falcon interests with others. Watch for those who are checking your car out; it is a perfect opening. You may not think your car is the perfect "show" car, but when folks ask, it is your opportunity to show and share your Falcon. Those lookers just might become our newest members.

Take care and may God bless us one and all. Hope you get those birds out flyin' safely down our highways again. Enjoy those spring cruises and shows.

—Cliff McKay (FCA #7987)
Peck, Kansas



This Falcon Keeps On Truckin'

Falcon Club of America Raptor Chapter president Charles Mann (FCA #8463) of Princeton, Illinois has owned his white 1965 Falcon Sedan Delivery for 40 years. Sporting a 170 six, three on the tree and 2.79 rear gears, the car still averages almost 30 miles per gallon. With a body code 78A, it was one of only 537 total units built in the 1965 model year.

Charles is the car's second owner. He was enticed with the looks of his Falcon on St. Valentine's Day in 1977. In keeping with the holiday, the affection soon became a matter of love. Charles *loves* driving his Sedan Delivery to car shows. Many of you may remember it from at FCA Nationals and regional meets by its recognizable "Keep on Truckin'" graphic.

Raptor Chapter
President
Charles Mann's
1965 Sedan Delivery



1965 SEDAN DELIVERY

The 1965 Falcon Sedan Delivery is the closed body running mate of the Ranchero. With carlike styling, comfort and driving ease, it is designed to haul up to 700 pounds. The Sedan Delivery has 27 square feet of flat cargo floor and is seven feet long with 78 cubic feet of space that is weather-protected, lockable and readily accessible from the front seat or tailgate. The tailgate window can be lowered manually or electrically for ventilation or access to the tailgate latch. A single center tailgate latch lowers the tailgate quickly and easily. Rear load opening is 45½ inches wide and 27 inches high to take in fair-sized packages or equipment. Loading is easy because of the low floor height—23 inches when loaded, 26½ inches when empty. The floor is constructed of steel and weather-sealed plywood with longitudinal steel skid strips that ease the sliding of heavy packages in and out. All main underbody structural members are heavily galvanized for protection against rust and corrosion. If your business requires a prestige vehicle for the quick delivery of small loads and you want the protection of a closed body, the 1965 Sedan Delivery is ideal for you.

—falconclub.com



Mickey mystery V8



Charles and his trailer-boat are loaded and ready to head to 2016 FCA Nationals in Baraboo, Wisconsin.

Putting the new compacts into proper perspective is more than the presentation of dimensions.

COMPARING 1960 CORVAIR,

A REVOLUTION has occurred in Detroit. (TNFN EDITOR NOTE: Remember this is 1959.) The world's three biggest car makers, almost simultaneously, have introduced cars that are smaller, lighter and more economical to operate than any they have built in years.

General Motors' Corvair, Ford's Falcon and Chrysler's Valiant fill a size and price gap in the American automotive market that had been all but abandoned to two independent manufacturers, American Motors and Studebaker-Packard.

Yet, though they aim for the same price field and the same kind of buyer, the Corvair, Falcon and Valiant differ remarkably. Each is almost a different kind of car than the others. A casual look tells how unlike they are in appearance but it only suggests how dissimilar they are under the sheet metal.

Basic Concept

CORVAIR—GM has come up with the most radical American production car in decades. Focused on a rear engine, the Corvair's layout is a complete break with the past and owes little to the corporation's previous small car experience in England, Germany and Australia. Many of the Corvair's features have been seen before on small European makes but never have they been applied to a sedan with a curb weight as high as its 2415 lbs.

A prime reason for placing the engine in the rear is to use interior space more efficiently. No drive components protrude into the passenger area. Other benefits include the combination of engine and drive train into a single, low-weight unit, the concentration of weight over the driving wheels for better traction on slippery surfaces, minimum shifts



of weight distribution with different loads and reduced engine noise and heat in the passenger compartment. The most important disadvantage is limited luggage space. Since this must be moved to the front, it has to be narrower to allow turning clearance for the front wheels.

Otherwise, space is used much more efficiently. The amount of interior height compared with overall body height is unusually good. The Corvair is by far the lowest of Detroit's new small cars, yet it has the most head room and the greatest road clearance.

FALCON—A famed automotive and aircraft designer, William B. Stout, once said the key to successful engineering was to "simplify and add lightness." That is exactly what Ford has done in developing the Falcon. The overall design is quite conventional but embodies a great deal of simplification and lightness.

At 2425 lbs., the Falcon weighs only slightly more than the Corvair, even though it is larger and, except for unit construction, has

none of the GM car's weight saving innovations.

Essentially, it has a tried-and-true layout that benefits directly from Ford's experience at building small cars in England and Germany.

Careful attention to detail has provided an interior nearly equal to the senior Ford's in every dimension but width. It has been claimed the Falcon's conventional concept was necessary to get the car on the market in time to compete with the Corvair; there was no time for something really new. The obvious care that has gone into the design seems to disprove such an argument. It is too well-planned to have been accomplished overnight.

VALIANT—Chrysler, alone of the big three, has no experience with small car design and manufacture, here or abroad. Perhaps this is why the Valiant, despite a shorter wheelbase, is longer, heavier and more powerful than either the Corvair or Falcon. Weight figures are not available yet but about 2850 lbs. appears a safe estimate.

It is definitely more of a scaled down big car. In one sense, this is not too surprising. Chrysler products have always resembled each other more closely than the various GM and Ford makes, so it was to be expected the Valiant would be less of a departure from its bigger brothers.

The layout is conventional with one interesting exception.

The engine is tilted at an angle to allow a lower hood line, better manifolding and more compact placement of accessories. Even this, however, is shared with other Chrysler cars. The six cylinder engines in the 1960 Plymouth and Dodge Dart are mounted exactly the same way.

Most important is an evaluation of design concepts and their execution.

FALCON AND VALIANT

Originally published in
MOTOR LIFE,
DECEMBER 1959

Following big car practice has resulted in slightly less efficient packaging. The overall width of the Valiant, for example, is greater than that of either of the others but the interior width is less. The differences are very small, to be sure, but they are there.

Chrysler's aim, apparently, has been to build a car that has typically American engineering in everything but over-all size.

THE BEST ANSWER—Each of the three seems to represent a different solution to the problems of compact car design. The Corvair departs completely from convention, the Falcon takes advantage of established light car ideas and the Valiant presents big car qualities on a smaller scale.

Each approach has points for and against it, as a closer study of major components will show.

Overall Size

CORVAIR—Applying a tape measure brings out the Corvair's efficient use of passenger space. Except for its 108-inch wheelbase, it has the smallest exterior dimensions of the three; yet it has the most room for heads and hips.

The secret of its spaciousness is an extremely flat floor, made possible by moving the engine to the rear and eliminating the usual drive shaft hump. Seats can be built lower to increase head room and place passengers' hips at the widest part of the car. This has the disadvantage of forcing a more horizontal leg position which, in turn, reduces the measured leg room. However, again because there is no hump, the actual amount of useful leg room is better than average and exceptionally good for those riding in the middle.

Lack of trunk space is the tragic flaw. There is a mere 9.5 cubic feet in front, supplemented by another 4.3 cubic feet behind the rear seat. A folding seat, station wagon style, is available and

increases the rear area to 104 cubic feet but passenger capacity is then reduced to three and the total volume is still less than the standard trunk space in both the Falcon and Valiant.

FALCON—Generally, the Falcon is the median car of the three, though it does have the longest wheelbase, 109.5 inches, and the most overall height. It is longer and wider than the Corvair but shorter and narrower than the Valiant.

Inside, it has the least head room but the most shoulder room. Leg room in front beats the Corvair but not the Valiant; in back it is the best of the three. The drive shaft looks less space consuming than the Valiant's. Trunk space is a useful 23 cubic feet.

VALIANT—With the shortest wheelbase, 106.5 inches, the Valiant has the greatest overall length. Its big car concept shows up in a greater length fore and aft of the wheels than the other two and in a bulky drive shaft hump. The result is a passenger compartment slightly out of proportion with its exterior size.

It does have the most leg room, in terms of measured dimensions, but almost every other interior figure is bettered by one or the other of its two prime competitors. Trunk space, though, is the largest, 24.9 cubic feet.

THE LONG AND SHORT OF IT—The Corvair is certainly the best planned of the three. Though it is only 51.3 inches high, it has five inches more head room than either of the others. The other differences described are all much less, involving only an inch or two in most cases.

Poor luggage space keeps the Corvair from being a hands down favorite. Travelers who carry more than one or two passengers, with their luggage, would find it totally inadequate.

Generally, all three cars compare favorably with their larger counterparts in every passenger dimension except

width. They may be small but they are not cramped.

Structure

CORVAIR—GM has never used unit construction like the Corvair's except on some of its foreign-made products. The body-and-frame assembly is a single welded shell with a strongly reinforced underbody. Bolt-on box members are used front and rear to support the suspension.

Because there is no drive shaft extending the length of the passenger compartment, the floor is thinner and flatter than usual, increasing interior space. Door panels, likewise, are thin for added seat width.

Front and rear sheet metal is welded to the structure, which could raise the cost of collision repairs.

FALCON—Unit construction has been used on various Ford products, both American and foreign, since it appeared on the Lincoln Zephyr in the mid-thirties.

This experience has paid off with a surprisingly light structure for the Falcon. The suspension supports provide an example of the weight-saving techniques used. They are sheet metal formed into stiff shapes rather than heavy box members.

Another worthwhile detail is the lack of a cross member under the oil pan, making the engine more accessible from underneath and cutting servicing costs. The Falcon's front fenders detach for easy replacement.

VALIANT—Except for the ill-fated Airflow of the thirties, Chrysler has ignored unit construction until this year, when it appears on all but Imperial models.

Like everything else about the Valiant, the structure is similar to that of the larger Chrysler products. A box-section sub-structure is used that

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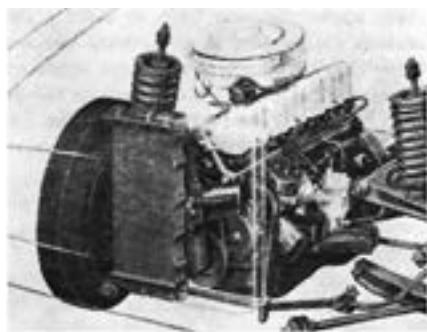
CORVAIR

TYPE AND DISPLACEMENT Opposed six, 140 cu. in.
BORE AND STROKE 3.375 x 2.6"
COMPRESSION RATIO 8-to-1
CARBURETION Two single-barrel
HORSEPOWER 80 @4400 rpm
TORQUE 125 lb-ft. @2400 rpm



VALIANT

TYPE AND DISPLACEMENT Inline six, 170 cu. in.
BORE AND STROKE 3.4 x 3.125"
COMPRESSION RATIO 8.5 to 1
CARBURETION one single-barrel
HORSEPOWER 100 @4000 rpm (est.)
TORQUE Not available



FALCON

TYPE AND DISPLACEMENT Inline six, 144.3 cu. in.
BORE AND STROKE 3.5 x 2.5"
COMPRESSION RATIO 8.7-to-1
CARBURETION One single-barrel
HORSEPOWER 90 @4200 rpm
TORQUE 132 lb-ft. @2000 rpm

COMPARING CORVAIR,

—Continued from page 7

looks almost like a conventional chassis frame. This and other supporting members are fairly bulky, accounting for much of the car's heavier weight.

All exterior sheet metal forward of the cowl is detachable, making most body repairs no more difficult than on a conventional car.

PUTTING THINGS TOGETHER—The Valiant has by far the most rugged structure of the three, though at the cost of added weight that will cut fuel economy. In terms of collision repair costs, it appears the best.

The Falcon, on the other hand, reflects the broadest experience in unit construction with its reduced weight. In actual design, it may be the most efficient of the three but it calls for closer quality control in manufacture.

The Corvair is notable for using the thinnest paneling around the passenger compartment consistent with strength, resulting in the best ratio of inside to outside dimensions.

Engine and Gearing

CORVAIR—At 140 cubic inches, the flat six of the Corvair is the smallest of the three engines and, consequently, has a lower output at a higher engine speed, 80 hp at 4400 rpm. The compression ratio is 8-to-1 and two single-barrel carburetors are used, one feeding each bank of cylinders.

Two of its engineering features are unique among American made cars, air cooling and an opposed layout.

Extreme weather conditions are easier to meet with air cooling because there is no water to freeze or boil. Also, overall weight is reduced by eliminating the radiator and its corollary plumbing.

Air cooled engines usually have a higher noise level, especially from the valves, as any Volkswagen owner can testify. Chevrolet has minimized this by using hydraulic tappets while both Ford and Chrysler use the mechanical type in their small cars.

This does limit the Corvair's rpm potential, an irony, considering it is the

fastest revving of the three in normal use, but it will still reach 4600 rpm, 200 higher than the speed at which its maximum power is produced.

A three-speed manual transmission is standard and a two-speed automatic is available at extra cost. The manual shift lever is located on the floor, curved to allow room for a middle passenger's legs. The automatic is controlled by a lever mounted on the dash.

The normal axle ratio is 3.55 with either transmission, though 3.89 is optional with the manual unit for those who want more dig at lower speeds. Tire size, the final factor in gearing, is 6.50 x 13 inches.

FALCON—Ford has stuck with a fairly conventional inline six for the Falcon, displacing 144.3 cubic inches and producing 90 hp at 4200 rpm. The advantage in power over the Corvair is greater than that in displacement because of a higher compression ratio, 8.7-to-1. One single-barrel carburetor feeds the mixture.

With the shortest stroke of the three, 2.5 inches, the Falcon should wear well and has the highest rpm potential. Souping possibilities are limited, though, by an integral head and intake manifold. This and other engine details have been designed to cut down the possibility of leaks, both oil and fuel mixture.

Both the standard, three-speed manual transmission and the optional, two-speed automatic have their control levers on the steering column.

With more power at lower rpm pulling almost the same weight as the Corvair, the Falcon can afford its higher axle ratio of 3.10, the only one available.

A little of this high gearing is cancelled out by smaller wheels carrying 6.00 x 13 inch tires.

VALIANT—The output of the Valiant's 170-cubic-inch straight six has not been released yet but it should be at least 100 hp at approximately 4,000 rpm. The compression ratio is 8.5-to-1 and it has one single-barrel carburetor.

FALCON AND VALIANT

The source of the Valiant's greater displacement is its stroke, roughly half an inch longer than that of the other two engines. In fact, the bore is almost the same as the Corvair's and is actually smaller than the Falcon's. Despite all this, it manages to retain an oversquare stroke/bore ratio.

The longer stroke should provide plenty of torque at lower engine speeds but at the sacrifice of maximum rpm potential.

Mounting the engine at a 30-degree angle has allowed room for an excellent manifold system. The intake passages are actually long enough for a slight ram effect while the exhaust is arched gracefully for a smoother flow of gases.

Taking advantage of the torque available, the standard, three-speed manual transmission has closer ratios than are found in the Corvair or Falcon. The shifting lever is on the floor.

The costlier automatic looks like the best of its kind among the new compacts. It is a full, three-speed unit with the traditional Chrysler pushbutton selector on the dash.

By sheer coincidence, the standard axle ratio, 3.55, and the tire size, 6.50 x 13 inches, are identical with those of the Corvair. A higher 3.23 ratio is also available with the automatic transmission.

PERFORMANCE AND ECONOMY—The Corvair, with the smallest and least powerful engine of the three, should be the most economical to operate. By the same token, it can be expected to be the most modest performer. Calculated from factory information, its weight to power ratio is the poorest, 30.2 lbs./hp.

Predicting actual performance figures is risky but some reasonable estimates can be made. The Corvair should be able to get from 0 to 60 in 20 seconds or less and deliver somewhere between 25 and 30 miles per gallon. The optional 3.89 axle ratio may shave a second or two off the acceleration time but it will also cut mileage a bit at highway speeds.

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VALIANT

HEAD ROOM, FRONT AND REAR	33.6, 33.4 inches
LEG ROOM, FRONT AND REAR	44.1, 38.9 inches
SHOULDER ROOM, FRONT AND REAR...	54.6, 54.1 inches
HIP ROOM, FRONT AND REAR	57, 56.9 inches
SEAT HEIGHT, FRONT AND REAR	11.4, 14.6 inches
TRUNK CAPACITY	24.9 cu. ft.

CORVAIR

HEAD ROOM, FRONT AND REAR	38.7, 38 inches
LEG ROOM, FRONT AND REAR	42.8, 36.5 inches
SHOULDER ROOM, FRONT AND REAR.....	54, 53.6 inches
HIP ROOM, FRONT AND REAR	57.8, 57.6 inches
SEAT HEIGHT, FRONT AND REAR	9.4, 10.4 inches
TRUNK CAPACITY	9.5 cu. ft.

FALCON

HEAD ROOM, FRONT AND REAR	33.9, 32.8 inches
LEG ROOM, FRONT AND REAR	43.3, 39.4 inches
SHOULDER ROOM, FRONT AND REAR...	55.6, 55.4 inches
HIP ROOM, FRONT AND REAR	57.1, 57 inches
SEAT HEIGHT, FRONT AND REAR	11.4, 14.2 inches
TRUNK CAPACITY	23 cu. ft.

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—Continued from page 9

The Falcon, with 26.9 lbs./hp, has an obvious performance advantage over the Corvair and, even with its higher gearing, may go from 0 to 60 in less than 18 seconds. However, a Corvair with the optional, lower ratio could well match or beat this figure.

As far as fuel consumption is concerned, the Falcon must be placed in the same 25 to 30 miles per gallon range with the qualification that actual delivered figures will probably be very slightly poorer than those of the Corvair.

Overall, there seems to be little to choose between the two in terms of performance and economy.

The Valiant is another matter. If the estimates of weight and power given above are anywhere near accurate, it has a ratio around 28.5 lbs./hp, in between the other two. However, its better low speed torque may make a significant difference.

A 0-to-60 time in the neighborhood of 17 seconds can be reasonably expected. Naturally, the combination of weight, power and relatively low gearing will not make for the best economy.

The Valiant should travel between 20 and 25 miles on a gallon. Its larger, more flexible engine, coupled with a closer ratio transmission, will definitely give it stronger appeal to performance enthusiasts.

Suspension and Steering

CORVAIR—One of the Corvair's few conventional features is its front suspension, coil springs mounted between control arms of unequal length. The rear suspension, however, is unlike any other American car. It consists of coil springs and single control arms. The latter, which also serve to transmit thrust from the wheels to the car itself, pivot at an angle that provides enough understeer to cancel the tail-heavy car's natural tendency to oversteer.

The Corvair's weight distribution, 60 per cent of the weight is at the rear, is compensated for by proportioning the tire pressures 15 lbs. in front and 26 in back. This improves both cornering and directional stability, though it could be a bother to keep the pressures accurate. Actually, there are some advantages to this weight distribution. Variations in load do not shift the center of gravity greatly, so handling remains the same

at all times and, when braking, loads are more evenly distributed over all four wheels.

CORVAIR steering takes five turns from lock-to-lock and the turning diameter is 39 feet. Because of the car's light weight, power assists for steering and brakes are considered unnecessary and are not offered.

FALCON—The front suspension of the Falcon also uses coil springs and unequal control arms but has each spring above its upper control arm, like the Rambler and foreign Fords, instead of between them. The rear suspension supports a rigid axle with conventional semi-elliptic springs. Thrust is via the springs, the so-called Hotchkiss drive. Steering is a bit quicker than the Corvair's, even though the Falcon has 56 per cent of its weight in front. With 4.64 turns lock to lock, the car will turn in a 37.7 foot diameter. Again, power steering and power brakes are not available because of the car's light weight.

VALIANT—The familiar Chrysler torsion bar arrangement suspends the front wheels of the Valiant. At the rear, semi-elliptic springs and Hotchkiss

1960-70 Ford Falcon

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drive are used. Considering the Valiant is the heaviest of the three, it is a surprise to find it has the quickest steering, 4.5 turns lock-to-lock. An optional power assist, the only one offered among the three cars, reduces it to 3.5 turns. With the shortest wheelbase, the Valiant logically has the smallest turning diameter, 37.1 feet. The Valiant is available with power steering, as mentioned above, and also power brakes.

RIDE AND ROADABILITY—It is impossible to comment fairly on each suspension system without actually road testing the cars. No other engineering quality is as elusive on paper. Still, a few general remarks can be made.

The low unsprung weight of the Corvair should give a very smooth ride for a car of its light overall weight. Handling should be no problem, despite the car's critics, because GM seems to have eliminated the usual objections to tail heaviness. The steering is the only feature open to possible criticism; it seems unnecessarily low-gear for the amount of weight on the front wheels.

The Falcon has a well-proven system that has given good results in other cars of similar size, both in ride and handling. The Valiant repeats the basic Chrysler system that has proven one of the best in American cars. Its manual steering will probably be the stiffest of the three but, otherwise, it may be the most maneuverable.

Price and Choice

CORVAIR—Initially, Chevrolet is offering the Corvair as a four-door sedan only. Factory list prices are \$1860 for a standard model and \$1920 for a deluxe. A two-door coupe will be announced later for \$1810 or \$1870, depending on trim. Other body types have been rumored but are unconfirmed. Major accessory choices are limited to an automatic transmission, radio, heater, safety belts and folding a rear seat to increase luggage space. The heater is unusual in being gasoline operated; without the usual hot water supply

from a radiator, some other means had to be found to keep passengers warm.

FALCON—Both two- and four-door Falcon sedans are being offered now, at \$1746 and \$1803, and a station wagon will follow after the first of the year. There is only one series but deluxe trim is available as an accessory. Other options include an automatic transmission, radio, heater and safety belts.

VALIANT—No price has been revealed for the Valiant. On the basis of its added weight and power, it will probably be the most expensive of the three, though still less than the existing low-priced big cars.

Standard and deluxe four-door sedans are the first Valiants and will be joined

CORVAIR

WHEELBASE	108 inches
TREAD, FRONT/REAR.....	54/54 inches
LENGTH	180 Inches
WIDTH.....	66.9 inches
HEIGHT	51.3 inches
GROUND CLEARANCE.....	6 inches
TIRE SIZE.....	6.50 x 13
TIRE PRESSURES, FRONT/REAR.....	15/26 lbs.
AXLE RATIOS	3.55, 3.89 standard and optional
CURB WEIGHT	2415 lbs.

VALIANT

WHEELBASE	106.5 inches
TREAD, FRONT/REAR.....	56/55.5 inches
LENGTH	184 inches
WIDTH.....	70.4 inches
HEIGHT	53.3 inches
GROUND CLEARANCE.....	5.4 inches
TIRE SIZE.....	6.50 x 13
TIRE PRESSURES, FRONT/ REAR.....	24 lbs.
AXLE RATIOS	3.55, 3.23 standard and optional
CURB WEIGHT	2850 lbs. (estimated)

FALCON

WHEELBASE	109.5 inches
TREAD, FRONT/REAR	55/54.5 inches
LENGTH	181.1 inches
WIDTH.....	70 inches
HEIGHT	54.5 inches
GROUND CLEARANCE.....	5.9 inches
TIRE SIZE.....	6.00 x 13
TIRE PRESSURES, FRONT/REAR.....	24 lbs.
AXLE RATIO	3.10
CURB WEIGHT	2425 lbs.

soon by six- and nine-passenger station wagons. Among accessories are power steering and power brakes, as well as the usual automatic transmission, radio and heater.

HOW MUCH FOR HOW LITTLE—Between the Corvair and Falcon, the obvious difference is the latter's wider choice of body styles and slightly lower prices.

Generally, list prices for either will not reflect the greater savings in delivered prices. Because the choice of accessories is relatively limited for both, dealers will not be able to "pack" cars with several hundred dollars' worth of unwanted extras.

Again, the Valiant stands apart from the other two. With its broader range of accessories and undoubtedly higher price, it seems to be the prestige car of the three. Significantly, it has not been allied with Chrysler's previous low-priced car, Plymouth, the way the Corvair has with Chevrolet or Falcon with Ford.

The Coming Battle

The greatest accomplishment of the Corvair, Falcon and Valiant is not listed in their specifications. It is the greater choice they have given the American car buyer. No longer is he restricted to just one kind of car, with variations in chrome or fins according to how much money he will pay. Of course, they are not alone in the compact car field; the Rambler and the Lark are both pretty well entrenched there. But they expand the selection from just two to five. Indeed, these two predecessors will give the three newcomers a rough battle. American Motors has a decade of experience putting Ramblers together and has gained an enviable reputation for quality while Studebaker-Packard will field the Lark with the widest selection of body types in the compact car class. A rough battle, yes, but one that will do nothing but good for the economy-minded motorist.

"Comparing Corvair, Falcon and Valiant, Comparison Test" was originally printed in the December 1959 issue of *Motor Life*.

1960 Falcon . . .



I love the color combo. It's happy. It reminds me of ice cream and all the sweet clothes my little girl used to wear.

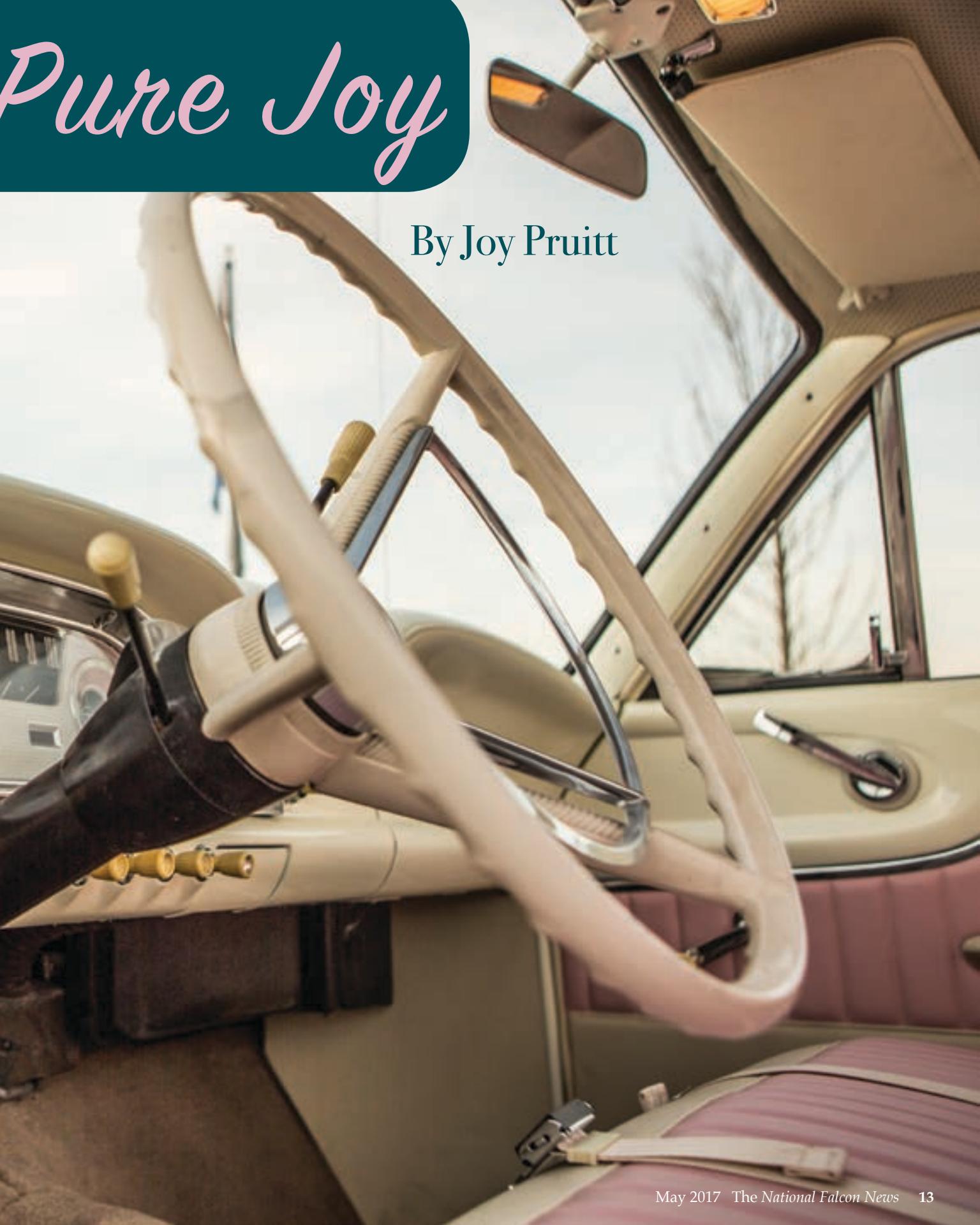
I have always loved Falcons, even when it wasn't cool to do so. I always hoped to someday have one, maybe even restore it. I'd go to car shows and admire the Falcons, Darts and Sprints but the thought of owning one seemed so far fetched I never pursued it; then, 15 years ago I had a dream. For real—I dreamt one night that I owned a Falcon. It was pink with matching interior. I even remember "smelling" that old car smell in my dream.

I told my husband, Chris, about it the next day. Fast forward to Christmas 2014. My husband asked me if I still wanted a Falcon. I thought he was kidding. He told me he found one in Connecticut and was having it shipped to Idaho. He had also sourced out an interior guy and paint guy to do the work on it. Needless to say I was speechless. It arrived baby blue with a very badly re-done interior. The body was in perfect shape and the engine was totally stock with a straight six automatic. It took eight months to get it painted, its interior re-done and some mechanical issues resolved. Both the interior guy and painter said they were amazed at what good shape it was in—with very minimal rust and great interior "bones." I immediately fell in love with its white wall tires and big white steering wheel.

—Continued on page 16

Pure Joy

By Joy Pruitt



FALCONS FOR SALE

Two 1961 Econoline five window pickups; one runs and drives but has rust; other minimal rust but complete. Extra engines and three speed transmissions. Complete package, \$5,800 or offer. V.E. Clemmer, 931-557-5000 or veoclemmer@juno.com. TN. 170415



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, please look at my website, tweetrevenge.com. Many Falcon Club members may remember the car from the Nationals in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 170412



1962 Falcon wagon for sale. Want to sell whole, as is. Many good parts. Could be restored. NO REASONABLE offer refused. Donna Card, 207-740-7015, dlcard55@gmail.com. ME. 170310



1963 Falcon two door sedan, white, 1966 200 six, three-speed manual. Excellent condition, 156,000 miles. Replaced gas tank and all brake parts with stainless steel brake lines. Trophy winner; owned 18 years. Original owners manual and extra parts. See January 2010 cover *FCA News*. \$7,500. Call 914-302-7742 or hotcarsvc63@aol.com. NY. 170501



1963 Futura convertible with 260 V8 and factory four speed, \$14,000. White with red inset along each side over red interior, white top. Bucket seats with console. Dual exhaust with resonator pipes; rear air shocks; oversized tires on '70s Mustang Magnum wheels. Odometer works; actual mileage unknown. Rebuilt starter, recent brake job, garaged with included car cover. Overall GOOD condition. AM radio works. Runs strong, stops great. Rob Sides, rob.sides@gmail.com, call or text 512-666-9911. TX. 170510



1963 Falcon Futura convertible for sale, \$750 or for parts. Car needs total restoration. It's a six cylinder automatic with bucket seats. When it was parked, the top was working. Contact Paul, 570-983-6199 or jaker118436yahcom. PA. 170405

1963 Falcon two door hardtop, Springtime Yellow, four speed, top loader 302 V8. Richmond, 8" 3.55 gears, disc brakes. Rack and pinion power steering. I've owned this car for 22 years. \$17,500 or best offer. Please call Jeff at 860-526-3888. CT. 170411



1964 Falcon Sprint convertible, 260 cubic inch V8 four speed, black with red interior. Sharp original car, \$25,000. Jerry Benjamin, 309-830-5698. IL. 170515

1964 Falcon Futura hardtop, black exterior, black bucket seat interior, 289 V8 C-H transmission Power steering, AM radio, factory under dash air conditioner, dual exhaust, no rust ever. 3,000 miles since updated. Great car, ready to show and go. \$17,900. Mike Lewis, 307-272-7144. UT. 170505

1965 Ranchero, 170 engine, three speed column, runs good, new upholstery, new red paint, new interior, price reduced, \$3,500. 1964 Mercury Comet four door station wagon, 210 automatic, nice body, needs floor pans, \$1,500. 1964 Mercury Comet four door, nice body, 210 automatic, air conditioner, last tags 1974, \$1,500. Bob, 806-683-3550. TX. 170414

1965 Mercury Caliente, real nice body, new floor pans, \$3,000 OBO. 1964 Mercury Comet four door station wagon with 210 automatic, nice body, needs floor pans, \$1,500. 1964 Mercury Comet, four door, nice body, 210 automatic, air conditioner, 74,000 miles; still has 1974 license plates, \$1,500. Bob, 806-683-3550. TX. 170509

1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2,500. 1963 Deluxe station wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlbranson@mail.win.org.

CAR WANTED



I'm interested in finding out if the 1963 Sprint hardtop with vinyl roof like the one from the cover of the "Falcon for '63" brochure exists. If you own one or know someone who does call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170402

1955 Ford Crown Victoria Skyliner (glasstop), very rare 61B car, rebuilt 272 engine, redone radiator, new LeBaron Bonney blue/white interior kit, automatic transmission needs rebuild, good floors, body restoration started and still on the frame. Car is in pieces but complete with clear title, \$19,500 or trade/deal for a Falcon Sprint four speed convertible. E-mail William MacGregor, Bill@junkyardartist.com. 170410

PARTS FOR SALE

1960-1965 Falcon and Comet radios, good looking, tested and working, \$150-\$225 each; four lug 14" wheels, \$45 each, set of five, \$200; 14" wire hubcaps: #4 driver quality to #1 top condition \$175-\$550, set of four. 1960 grilles driver quality to NOS, \$75-\$300; Dagenham four speed for parts, broken 2/3 gears, but complete and spins freely, as well as bellhousing, clutch fork, \$100-\$350. NOS Dagenham shifter box, last one, \$395; T-10 four speed, complete, buildable, narrow pattern, \$495; with complete shifter and transmission mount, \$695; with pedals, four speed column, bellhousing, starter and clutch, \$1,195. NOS 1965 grille, headlight doors and emblem, \$1,965; 1964-65 NOS remote control mirror with matching NOS right side mirror, \$495. "Driver" quality grilles for 1960-66 plus 1969-70, \$100-\$300 depending on condition. 1968-70 "Power By Ford" valve covers, excellent used shape, \$75 pair. 1960-63 Comet dash clusters, nice condition, two to choose from, \$195. 1966-70 Falcon trunk lock, bezel, key, nice shiny chrome, \$100; two 1968-70 NOS cigarette lighter elements, \$60 each. 1970½ Falcon/Torino speedometer, gauges, bezel, shows 28K miles, \$100. We have an over 30-year collection of Falcon and Comet parts; please call or email us with your needs. All prices are plus shipping. Call or email Lenny Kellogg at Kellogg's Garage at lenkellogg@lpbroadband.net or 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 170502

—Continued on page 18



—Continued from page 13

1960 Falcon





All the glass is original and the knobs on the dashboard are perfect. My most favorite part is the bullet tail lights. They are sexy and classy all at the same time. My kids videoed my reaction when it arrived two days early. My husband had it in the garage waiting for me. I'm sure the neighbors thought I'd lost my mind with all the hollering and jumping around I did.

I get a lot of inquiries to why I chose pink and cream. Most reactions are from two camps: one camp says "We love it!" while the other camp says "What the heck did you do to that car?" I love the color combo. It's cheerful and reminds me of ice cream and all the sweet clothes my little girl used to wear. I also get asked if I'm selling make up, I am not. I just like it. It is the manifestation of that dream 15 years ago. It is unique and I have yet to see another car painted like mine. Bottom line, it makes me happy.

I drive it as much as I can. I'm a photographer and take it to many photo shoots. I've made new friends and acquaintances who have seen it and some have even followed me to my destination to talk about it. I've had it in a few parades. It's so fun. For me, that's what it's about.

I confess I'm not a gear head. I've entered it in a few local car shows and when folks stop by to visit and talk shop I just smile and say umm-humm. I'm thrilled that it runs and looks so fun. My friends suggest this is my midlife crisis. I'll take it. My kids love it and joke about who is going to get it when I leave this earth.

I've had a few things changed mechanically—a new exhaust was installed and the generator was changed to an alternator. I had a fan installed to keep it cool in parades and a stereo system hidden so the dashboard was not altered. Seat belts have been added as well. It is a constant work in progress. New white walls are on the horizon and I'd love to have the bumpers re-chromed. As it sits now, it's perfect. Everything else is icing on the cake.

Living in Idaho only offers a short window of time to drive and enjoy it. Many months of the year it sits in the garage covered up waiting for the ice to melt and the sky to clear. When it does, I fire that pink thing up and drive it until the weather dictates otherwise.

—Joy Pruitt (FCA #15403)
Twin Falls, Idaho

CLASSIFIED ADVERTISING

—Continued from page 15

1964 Ford Ranchero power train for sale, rebuilt engine 170, M/T three speed, balanced clutch assembly and a drive shaft. Engine was rebuilt by a professional engine shop about 500 miles ago, cost for engine rebuild only was over \$2,200 for which I have receipts. Engine has about 500 miles on it currently, \$2,000 or best offer. All parts are very clean and in great condition. Contact Gary at ztread@msn.com. Location of parts is in Southern California. 170504

289/302 Shelby lettered intake, clean original, \$550. 351 Windsor Performer, used, clean, \$175. Various brass 289/302 iron intakes, four barrel, \$200-\$250. Original 351 Windsor cast iron four barrel intake, \$250. Falcon V8 exhaust manifolds, \$225 pair. Ford factory two barrel carburetor C40F-AE fits 1965 260 auto Falcon, Comet, Meteor, missing choke parts for rebuild, \$60. Other Ford model parts available. All prices are plus shipping. John Simone, 413-527-8502. Easthampton, MA. 170508

Original six cylinder four speed transmission with side loader and shifter. Four speed transmissions top and side loader and shifters. Two and three speed automatic transmissions, bell housings. Nice 1965 Mercury Caliente grille. 1960-65 Falcon grilles, much chrome, lots of fenders, doors, hoods, bumpers and trunk lids. Nice 1963 Falcon console, luggage rack for station wagon, air conditioners and lots more. Bob, 806-683-3550. TX. 170509

1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289 crankshaft, \$150; eight connecting rods, cast #C3AE, \$100; valve covers, \$60; two volt intake, cast #C5AE-9425 D, \$75; engine block main caps, \$100. 1966 289 heads, cast #C6OE, date codes 5F10 and 5H17, \$200. 289/260 Falcon exhaust manifolds, \$100. 1965-66 two barrel set up, intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; pvc system, thermostat housing, carb spacer, fittings, engine tag, etc., \$250. 1967 289 heads, cast #C6AE, dates 7D18 and 7E2, \$200. 1968 302 four volt J code intake manifold, cast #C8ZE-9425-A, date 8A31, carb spacer, pvc system, coil bracket, thermostat housing, fittings etc., \$300 for all. 1968 302 four volt J code high compression heads, cast #C8OE, \$500. 1968 302 four volt J code valve covers with brackets and oil fill/pvc cap, \$75. 1968 302 J code short block, cast # 8OE-6015-A, cast date 8B3, machine date 8B13B, \$500 1972 302 Mexican block (stronger better block with beefier main caps), cast #D1ZM-6015-AA, cast date 19B2, machine date 2J297, bored 30 over \$750. 347 stroker kit, \$1,200. 1995 302 heads, cast #E7TE, dates 4K22 and 4L12, one pair, \$150. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair, \$150. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO. 170513

1964-65 Falcon parts: parking brake assembly, \$15; right side factory header from 1965 Fairlane V8, \$10; original 1964 Sprint gas tank, reconditioned, \$100. Fender emblems for 302 V8, \$7; heater switch, \$7; dash heater control plate, \$5; hardtop dome light bezel, \$3. 1965 Falcon chrome tail light "spider" trim piece, \$75. Can e-mail photos upon request. Contact Steve at 562-595-1876 or SteveWT324@aol.com. Long Beach, CA. 170511

1960-63 Falcon Ranchero door shells, right and left, no glass or inner workings, \$75 for the pair. 1960-63 Falcon metal dash and cowl assembly, good condition, radio slot intact, cowl not rotted out, \$150. Also have a single 1960-63 Ranchero driver side door complete with inner workings and glass, \$50. Can email pics on request. Nick, nicholasbought@gmail.com or call 920-475-8589. WI. 170412

Parting 1960-65 Falcons. Good sheet metal, lots of trim, etc. Call Steve, 360-430-0143 WA. No texts please! 170408

1960 NOS Falcon grille, \$199. 1963/1964/1965 NOS Falcon grilles and headlight assembly, \$1,499. 1962/1963 NOS Falcon cowl top, \$275. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$459. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$459. 1965 NOS Falcon back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$499. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$250. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. 1963/1964/1965 Falcon/Comet, 14", four lug, chrome slotted wheels with B.F. Goodrich tires, \$950. 1963/1964/1965 Falcon bucket seats, black, useable recover, \$950. 1963/1964/1965 Falcon/Comet four speed shifter with knob, \$199. 1963/1964/1965 Falcon/Comet, top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$229. 1963/1964/1965 Falcon/Comet six cylinder valve cover, black powder coated, \$155. 1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake Reproduction parts available, Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 170409

1963 Falcon Futura convertible parts—selling as a lot front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Make offer. Oliver Jergensen, 360-631-8213. WA. 170413

Two and three speed automatic transmissions, four speed transmissions, top and side loader and shifters. Original six cylinder four speed side loader with

shifter, many 1960–65 grilles, Mercury Caliente grille, much chrome, fenders, hoods, doors, trunk lids. 1963 Falcon console, luggage rack for station wagon, air conditioners, and much more. Bob, 806-683-3550. TX. 170414

Don Branson's 35 year collection of good used parts for 1960–69. Hoods, \$75; doors, \$75; grilles, \$150–\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. MO. 160707

PARTS WANTED

Wanted: 1960–65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all. Partial sets or individual pieces OK. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 170502

I need to replace the shifter assembly including bushings, etc. for my 1963 Sport convertible with 260 V8 and four-on-the-floor shifter. I would like to source one locally, but any resource is welcome. Rob, rob.sides@gmail.com, 512-666-9911. TX. 170511

Self-Regulating Electric Clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170504

WANTED: 289 Hi Po San Jose built four speed radiator, top tank is stamped: C4ZE W-MO

G2 2-65 3939-S fuel pump.

I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D00F-S for 385 series engine. FE distributors: part numbers on housing: C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition, either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis MO. 63128-1416. Contact me at 314-480-2556 or kslitteken@aol.com 170513

I am looking for arm rests for a 1966 Ford Falcon Futura four door sedan; need all four, but will consider only front two. Please email debwhit123@yahoo.com. TN. 170406

Wanted: Window seals for the stationary rear windows in the rear doors of a 1965 Ford Falcon Station Wagon. Please call Glenn Hoff at 215-721-2762 or email hoff.sandy@yahoo.com. PA. 170407

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: 1960–63, \$34.95; 1964–68, \$49.95 each; 1969–70 \$59.95 each. 1963 Owners Manual, \$14.95 Part Interchange Manual, 1960–65 or 1963–70, \$39.95 each. Falcon 140 page Road Test book 1960–70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077 or Alex@books4cars.com. WA. 170101

WHERE IS MY AD?

Please resubmit your classified ad each month that you would like it to run.

**Visit Falconclub.com
for events and technical articles.**

Use password imFCAiwi! to access technical articles.

Detailing Your Falcon's Engine Bay

Choosing the right colors and accessories for the year and engine of your 1960-1970 Falcon can make the difference in your restoration. While engine color can certainly be to one's personal liking, choosing the wrong color can ruin an outstanding restoration. For the purposes of this writing we are going to examine the engine bay as if it left the factory including the correct engine colors for your Ford. Deviation from there is certainly your personal choice or preference. We'll also provide some tips to perfecting that engine bay. It will certainly be a challenge to detail your engine bay. If you want the absolute best result we would recommend engine removal.

Preparing Your Engine Bay

As always before beginning any project, safety first and disconnect the battery. Prepare your engine to protect water from entering by stuffing holes and masking. Start by cleaning and degreasing the engine before removing valve covers or other components. Ensure all surfaces to be painted are clean and devoid of dirt and grease. Do the initial cleaning with spray degreasers. Dishwashing soap with its foaming action works well in washing away old oil and grease. Use clean scrub brushes on stubborn areas. Don't be afraid to use a toothbrush to get those hard to reach places. If you choose to media-blast the engine bay or components proceed with caution. Ensure that media doesn't wind up inside your engine.

To perform the best detailing effort you need to be prepared. Take your time. Start by removing the hood. Protect your fenders and cowl area. Then remove or mask all the sensitive areas of your engine bay. Consider removing your carburetor, ignition system and exhaust manifolds. Remove or unbolt all engine accessories like the alternator and power-steering pump that then can be moved out of the way. Mask all areas that are not to be painted and sand out any rough areas. Finally before you paint, take compressed air and blow off any left over water droplets and any dust and dirt still remaining. Then wipe down any painted surface to capture any left behind. Paint will not stick to oil, dirt, or grease.

Painting Your Engine

Start with keeping your spray paint can level. Work back and forth gliding across the surface. Start with an even light coat that is allowed to dry completely, before starting the next. The next coat is applied heavier and the final coat should appear wet, however be careful not to allow runs.

The engine compartment is painted same color as the exterior color of the car from 1960-1962, as indicated by the body code on the VIN plate. From 1963 on the compartment was painted Semi-Gloss Black or Chassis Black. From here begins a lot of confusion on engine paint colors. Review the *Engine Paint Color Quick Reference Guide* on page 21 for specific engine parts sorted by engine size and model year. Additionally review the *Engine Paint Color Cross-Reference Guide* on page 25 for identifying and choosing the appropriate color and brand for your auto. For engine paint Ford used two colors of blue during the Falcon model years; Medium Ford Blue and Dark Ford Blue also known as Corporate Blue.

Painting of the engine long block included the engine block itself, oil pan, intake manifold, head, front timing cover, dipstick, water pump, fan pulley assembly, oil filler cap, and head bolts and all other hardware. For all engines 1960-1965 the long block



This 170ci six cylinder engine was in production until 1972. Note the red valve covers and air cleaner. Photo by John Howard



This 144ci six cylinder engine was introduced in 1960 and was in production until 1964. This engine displays the later snorkel air cleaner. Photo by Jeff Jennings



All 260ci V8 engines had a black block, head, and intake castings. The 1963–1964 Sprints differ from other V8s with its chrome accessories. Photo by Wally Tirado

was painted Semi-Gloss Black. Valve cover and air cleaner colors were painted separate from the engines so they varied by year and engine size.

After 1966, all Ford engines were painted Dark Ford Blue. Instead of color-keyed valve covers and air cleaners, the entire engine would be Blue. Ford's message was simple: if it is blue, it is powered by Ford. It is known that valve covers were installed toward the end of engine assembly using natural metal bolts with integral lock washers. Dark Ford Blue was discontinued after 1981. Afterwards, all Ford engines were painted a gray color. Later, Ford stopped painting engines entirely, leaving them in bare iron, except the valve covers. Review the *Engine Paint Color Quick Reference Guide* for details.

Engine Paint Color Quick Reference Guide

Engine Size	Year	Part	Paint Color
All	1960–1965	Block, Intake Manifold, Head, Timing Cover, Oil Pan	Semi-gloss Black or Gloss Black
144ci	All	Valve Covers/Air Cleaner Snout and Heat riser**	Medium Ford Blue Medium Ford Blue
170ci	1961–1965	Valve Covers/Air Cleaner Snout and Heat riser	Ford Red Ford Red
200ci	1965	Valve Covers/Air Cleaner Snout and Heat riser	Ford Red Ford Red
260ci (Sprint)	1963–1964	Valve Covers/Air Cleaner	Chrome (Unpainted)
260ci	1963	Valve Covers/Air Cleaner Snout and Heat riser	Ford Red Semi-gloss Black
260ci	1964	Valve Covers/Air Cleaner Snout and Heat riser	Medium Ford Blue Semi-gloss Black
289ci	1965	Valve Covers/Air Cleaner Snout and Heat riser	Gold Semi-gloss Black
All	1966–1973*	Block, Intake Manifold, Head, Timing Cover, Oil Pan Valve Covers/Air Cleaner	Dark Ford Blue Dark Ford Blue

Notes: *After June 1, 1965 **Except 1960

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Engine Accessory Colors

Power Steering Canister:

1963–1965 Semi-gloss Black
1966–1970 Ford Dark Blue

Hood Hinges:

1960–1963 Semi-gloss Black
1964–1970 Coated Metal

Ignition Coil:

1960–1970 Yellow top with Ford Script

Radiators:

1960–1970 Semi-Gloss Black

Wind Shield Washer Bags:

1960–1963 Red
1964–1966 Black

Generators:

1960–1964 Semi-Gloss Black with pulley unpainted

Alternators:

1965–1970 Unpainted cast aluminum with pulley unpainted

Starter Motors:

Semi-gloss Black

Starter Solenoids:

1960–1964 Brown
1965–1970 Black

Exhaust Manifolds with bolts and locks:

Unpainted. (Locks through 1965)

Fuel Pumps:

Unpainted. Filter canisters if equipped white

Dual Horns:

Gloss Black

Sprint Engine Accessories:

1963–1964 Chrome
Includes air cleaner, oil filler cap, oil dipstick and tube, power steering canister cover

CHAPTERS BY REGION

Pacific Region

Regional Director Monte Brachmann
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER
BAKERSFIELD, CALIFORNIA
Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar-Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA
John Lissandrello
18429 Ruby Lane, Morgan Hill, CA 95037
408-628-7397
sectreas@goldengatefalcons.com
Meet second Saturday odd months

MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for
meeting info.

RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON
Roger Moore
16 143rd Street, SE, Lynnwood, WA
206-290-3093
Meet bi-monthly Jan-Nov. 7.00 PM.
University Burgermaster, 3040
NE 45th St., rainierfalcons.com

RIVER CITY FALCONS CHAPTER
SACRAMENTO, CALIFORNIA
Steve Hobart
9845 Sleepy Hollow Court
Stockton, CA 95209
209-957-0974
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS
FOR FUN CHAPTER
SANTA ROSA, CALIFORNIA
Al Aiello
5915 Chandler Ct.
Santa Rosa, CA 95409
707-539-2860
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403

Meet second Sunday of every even numbered
month at 10:00 a.m. at Hill Street Cafe on Glen
Oaks Ave. in Burbank.

North Central Region

Regional Director Jack Ellis
17860 168th St., Basehor, KS 66007
816-806-1806

GATEWAY CHAPTER
ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlbmac357@gmail.com
816-806-5102
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER
Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday
Inn, 17201 Northline Road, Southgate, MI 48195

NORTHLAND CHAPTER
No leadership at this time.

GREATER OZARKS CHAPTER
SPRINGFIELD, MISSOURI
Jerry Kendall
953 Burk Road, Highlands, MO 65669
417-761-2677
Meet second Sunday even months, 2 PM, Panera
Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director Frank Bell
720 San Antonio Tr., Mansfield, TX
817-480-2365

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Samuel Dickinson
4005 Nockenut Road, Seguin TX 78155
210-626-2050
Meet second Sunday monthly
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Wally Tirado
7801 Alma Dr., Ste. 105-104
Plano, TX 75025
Meet third Saturday. Time and place set at
previous meeting.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER
OKAHOMA CITY, OK
Doug Browning
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405-820-4808
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive-in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Ron Brown
4147 SCR 31, Ft. Lupton, CO
303-857-9360

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888
Meet third Friday monthly, 303-857-9360

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Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498
Meet quarterly. Call for details.

South Central Region

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS
Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898
Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER

PENSACOLA, FLORIDA
Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

GULF STATES CHAPTER

GULFPORT, MISSISSIPPI
Mike Sigler
14475 S. Big Hill Road, Gulfport, MS 39503
228-596-9160
Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER

LOUISVILLE, KENTUCKY
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FRONTIER CHAPTER
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Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

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Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

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513-312-8799

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Mike Barren
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Dan & Jan Brancolini
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317-374-3580

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2126 S. Sherman Dr., Indianapolis, 317-418-8301

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Green Lane, PA 18054 • 215-234-8833
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Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
location and time.

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Trenton, OH 45067 • 513-312-8799
Meetings TBA

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864-834-3693
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1060

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Concord, NC 28025
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Call 704-792-2122 or 980-621-1787.

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Patrick Varricchio
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410-256-2834
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA
Ricky Kerbow (January-June)
166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964
Les Triggs (July-December)
5034 Hugh Howell Rd., Conyers, GA 30094
770-939-9601
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA
Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA
Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER
Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865-856-3030
wrjr57@comcast.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER
MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322 • 757-646-3222
Meet second Sunday of March, June, September,
December. See website for locations.

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In memory of our founder, Roy E. Sword, a Founder's Award will be presented at the banquets of future National Meets. This will not be a judged class. A plaque will be given to a car that a Sword Family Member(s) in attendance feel(s) Roy would have been especially fond of. This award will be sponsored by the Jim Hatcher Family.

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ALL NEW **WEB SITE**

Detailing Your Falcon's Engine Bay

—Continued from page 21

Engine Accessories not purposely listed above are considered factory finish or unpainted. When reassembling your renewed engine bay don't forget to reinstall those pesky small clips and accessories. Often missing are the exhaust manifold bolt locks, carburetor heat shields and spark plug wire holders. Consider purchasing a reproduction Autolite battery top cover. It allows for the use of most group 24F batteries and makes a nice finish to a detailed engine bay. Finally engine stickers help recreate the OEM look. If you have old stickers

that are peeling, stained, scratched or lifting at the edges, replace them. Kits are available at most reproduction part sources.

This article is not expected to be exhaustive. Model year changes often overlap variations from year to year. Quite a bit of research went into this; if you find any errors or missing details please let the editor know and we'll publish the correction in upcoming magazine.

—Wally Tirado (FCA #7007)
FCA Internet Director
Plano, Texas

Engine Paint Color Cross-Reference Guide

Color Name	Ford Part No.	Duplicolor	Krylon	PlastiKote	Rust-Oleum	VHT:
Medium Ford Blue	M-2J-998	DE1601	KR1909	224	248945	SP134
Gold	M-2J-842	DE1604	KR1705	223	—	SP132
Ford Red	—	DE1605	KR2106	206	248948	SP152
Dark Ford Blue*	EP-2075-C	DE1606	KR1936	224	248959	SP125
New Ford Gray	—	DE1611	KR311	216	248958	SP137
Gloss Black	M-1J-1616	DE1613	—	203	248932	SP124
Semi-gloss Black**	EP-1724-C	DE1635	KR1613	215	248936	SP139
Clear	AR60 50-C	DE1636	KR41	229	248944	SP145
Cast Coat Aluminum	M-2J-23	DE1650	KR45	207	248953	SP995

Notes: *Corporate Blue **Chassis Black

Sources:

Barber, Phil, "Falcon Rules For Six Cylinder Cars 1960–1965" *The Ford Falcon News Online*

Houlahan, Mark, "Vintage Engine Bay Detailing" *Mustang Monthly*

Miller, Ray, "Falcon! The New-Size Ford" Evergreen Press, 1982.

Shaw, Tom, "Concours Ford Engine Detailing" *Muscle Car Enthusiast*

Smart, Jim, "How to Choose the Correct Paint for Your Vintage Mustang Engine" *Mustang Monthly*



The 260ci available for 1963 and 1964 model years. Note that the air cleaner snout is black as opposed to its body and valve covers for 1964. Photo by John Doe

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YOUR CLUB NEEDS YOU!

Each year at the National Meet the membership elects a new member of the Board of Directors. The By-laws require that a candidate must: (i) be at least 21, (ii) be in good standing with the FCA, (iii) have attended 3 of the last 5 National Meets, and (iv) not be a commercial vendor.

The Board, President and Vice President would like for you to consider running for election as a Director. In addition to the foregoing requirements, a candidate should be able to attend monthly Board meetings via Skype and be able to spend several hours a month on Board/FCA matters. The Board of Directors is responsible for the overall management and affairs of the club, and new and diverse members would assist the Board in performing its important duties. Thanks for your consideration of this request.

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Sacramento Valley—Geography, Agriculture and Climate



The Sacramento Valley is the area of the Central Valley of California that lies north of the Sacramento-San Joaquin River Delta and is drained by the Sacramento River. It encompasses all or parts of ten Northern California counties.

Although many areas of the Sacramento Valley are rural, it contains several urban areas, including the state capital, Sacramento.

The Sacramento River, California's largest, rushes out of the northern mountains from Shasta Lake before hitting the Sacramento Valley basin above Red Bluff. It then snakes south across grassy plains and orchards before lazily skirting the state capital, fanning across the Delta and draining into the San Francisco Bay. The valley is at its most beautiful in the bloom of spring. The shaded gardens and stately homes of Sacramento, the state capital, and its progressive neighbor, the college town of Davis, offer friendly respite from the sun in the summer.

Rising in the various mountain ranges—Northern Coast Ranges to the west, the southern Siskiyou Mountains to the north, and the northern Sierra Nevada to the east—that define the shape of the valley, they provide water for agricultural, industrial, residential, and recreation uses. Most of the rivers are heavily dammed and diverted.

The terrain of the Sacramento Valley is primarily flat grasslands that become lusher as one moves east from the rain shadow of the Coast Ranges toward the Sierras. Unlike the San Joaquin Valley, which in its pre-irrigation state was a vegetation-hostile desert, the less arid Sacramento Valley had significant tracts of forest prior to the arrival of settlers of European ancestry. Most of it was cut down during the California Gold Rush and the ensuing wave of white American settlement. There are still some heavily tree-populated areas in the Sacramento area.

Foothills become more common from just south of Corning to Shasta Lake City. These are known as



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Show Contact

For questions regarding registration, please contact Shirley Barrowman by email at 2falconers@att.net.

For conference questions or any other miscellaneous questions, please contact Ray Johnson by email at 57ray@pacbell.net or phone 707-535-6476. Check out our event website westcoastfalcons.com for information.



Barrels In The Winery © Jeffrey Banke | Dreamstime Stock Photos

the Valley Hills and begin south of the Tehama-Glenn County line near Corning. There are also a few hills in Red Bluff and Corning. There is one major range of foothills between Cottonwood and Red Bluff known as the Cottonwood Hills, and there is the Cottonwood Ridge between Anderson and Cottonwood.

One distinctive geographic feature is the Sutter Buttes. Nicknamed the smallest mountain range in the world, it consists of the remnants of an extinct volcano and is located just outside Yuba City, 44 miles north of Sacramento.

Citrus and nut orchards and cattle ranches are common to both halves of the Central Valley. The Sacramento Valley's agricultural mix also resembles that of the San Joaquin Valley to the south. Almonds and walnuts, are of grown north of the Delta, and rice is a major crop. The town of Corning produces olives for oil extraction and for consumption as fruit. The Sunsweet Growers Incorporated headquarters are in Yuba City. The valley controls more than two-thirds of the worldwide prune market through the over 400 growers in California.

When you're surrounded by the natural wonder and California's constant sunshine, a glass of its wine is always a welcome sight. So much diversity in its terrain means California is a perfect place to grow nearly every kind of grape. You'll find more than 100 varieties across the state, giving winemakers the latitude to create complex and unique, expressive blends for visitors to enjoy.

California soils are as diverse as their growing regions. Sand, clay, loam, granite, volcanic ash, seabed soil, river-run gravel: each contributes

its own distinct minerality. Since the 1700s, winemakers from all over the world have settled in California, bringing vines and skills with them.

Summers are the dry season, with average daytime temperatures in the upper 80s to mid 90s but triple digits are a common occurrence, especially in the Chico, Redding and Red Bluff area. The "breeze" which comes in from the Bay area, brings cooler temperatures and higher humidity. At times the delta breeze is gusty with wind speed to up to 30 mph in valley and up to 45 mph in the delta region which is always breezy. This breeze can also bring morning low clouds at times into the region but the clouds generally burn off quickly and temperatures stay cool.

—Information for this article is from wikipedia.com, lonelyplanet.com and discovercaliforniawines.com.

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Henry Ford Trivia

Ford was known for creating unheard-of fair working conditions, but which of his inventions really revolutionized the world?

Ford's use of the assembly-line method of mass production was revolutionary. Stories about Henry Ford usually focus on how he paid workers a fair wage for the day and limited working hours to the 40-hour week we expect today. However, he was also the first to use a large-scale assembly line formation to put together his cars. Instead of having small groups of workers try to put an entire car together, he gave each worker one specific part to add onto each car coming down a conveyor belt. This specialization was extremely efficient, more so than anything seen before, and it received compliments from all sides including politically; apparently both Nazi Germany and Josef Stalin were great admirers of the technique.

Ford launched what charcoal company that's still around today?

Henry Ford was using so much lumber in creating his car that he enlisted his cousin-in-law's help in buying up a whole bunch of timberland. Ford's company would then chop down the trees on their own instead of buying from someone else. The process left him with a lot of stumps, branches and sawdust that he couldn't use. Enter a chemist named Oren Stafford who said he could combine the tree parts with tar and cornstarch to create a combustible block of fire that could be used to cook food called a charcoal briquette. Ford liked the idea and put his cousin in charge of the manufacturing plant for the new product that was first marketed to businesses, then to individuals. That cousin in law helped find a site for the charcoal plant and the company would eventually be named after him in his honor. His name was E.G. Kingsford, and his namesake is still around to this day.

In 1937, what country granted Ford their highest medal awarded to foreigners?

Henry Ford did some impressive things, but it's worth noting that he was also a rabid anti-Semite. Rather than just harbor ill thoughts, he published a weekly paper called the Dearborn Independent, which took every opportunity to insult Jewish people, culture, language, intelligence, and more. He also placed copies of the paper in dealerships across the country, as well as in new car. The paper folded after Ford was sued for libel by a Jewish farm organizer and Jewish groups organized a boycott of Ford's cars. Ford was also an admirer of Adolf Hitler. Apparently the feeling was mutual, because in 1937, Ford was given the highest medal the Nazis would pass out to a foreigner: The Grand Cross of the German Eagle.

[—triviatoday.com/blog/](http://triviatoday.com/blog/)

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Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
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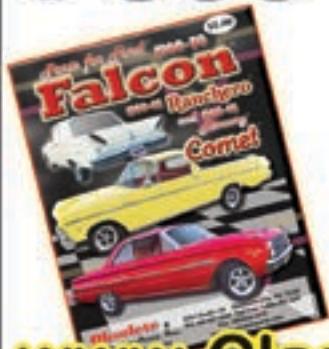
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